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OPS 1 -	10 /	IN 87174
taring in the arthur arthur and the property of the second section of the section of the second section of the secti	region (figur (medicionis)) (1975)	9 1 35
D. DRIVER TURNED LEFT		ROBE
EG. DURATION OF ACTIVA	TION TWO TO T	HREE
mar market son or morting		
OR CONTRAILS SIGHTED.	DRIVER TURNED	*
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OR CONTRAILS SIGHTED. E AT PT E. ACTIVAT	ED WITH DRIVE	BACK R RE-
OR CONTRAILS SIGHTED. E AT PT E. ACTIVAT RELATIVE BEARING 180 D	ED WITH EGREE. DRIVE OM UP ABOVE C	BACK R RE-
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	25X1 OPS 1 - ORIVER TURNED LEFT	OPS 1 - 10 / OPS 1

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SEC EACH. AIRCRAFT HDG APPROX 310 DEG. DRIVER INITION TO ATED EVASIVE TACTICS TO LEFT THEN ASSUMED HDG TO RETURN TO TRACK AT

4.

STROBE RELATIVE BEARING 200 DEG. NO EVASIVE ACTION DUE TO VERY SHORT DURATION OF ACTIVATION. NO FIGHTER OR CONTRAILS SIGHTED.

ON FAST MOVING FIGHTER WITH BROWN COLORED CONTRAIL ABOUT

10 0° CLOCK, HDG 180 DEG TO MSN ACFT. FIGHTER WAS OBSERVED

STARTING RIGHT TURN WHEN ABEAM MSN ACFT. DRIVER INITIATED

LEFT TURN, (APPROX 90 DEG) INTO FIGHTER, AT WHICH TIME FIGHTER

TURNED BACK TO LEFT. DRIVER TURNED RIGHT APPROX 270 DEG AND LOST

SIGHT OF FIGHTER. CONTRAIL AGAIN SIGHTED FEW MIN LATER. BE
LIEVED TO BE SAME FIGHTER. FIGHTER APPEARED TO BE CLOSER TO

MSN ACFT ALT THAN FIRST AND MUCH FASTER. NO 9B ACTIVITY. BOTH

FIGHTERS APPEARED TO BE BRIGHT SILVER COLOR.

BEARING 180 DEG. DRIVER TURNED LEFT 90 DEG, RIGHT 90 DEG, RIGHT 90 DEG AND RETURNED TO TRACK. NO FIGHTERS OR CONTRAILS SIGHTED.

C.

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1818	10910	ON	025 6Z	5		
1927	10800	ON	93 12 Z	2	13 LEFT	
2049	10654	ON	Ø328Z	5		
2129	10630	ON	Ø336Z	4	21 LEFT	
2116	10845	ON	0406Z	5	14 RIGHT	
2021	10953	ON	Ø419Z	3		
1926	11100	010	2432Z	1		
D. NO	INF					

END OF MESSAGE